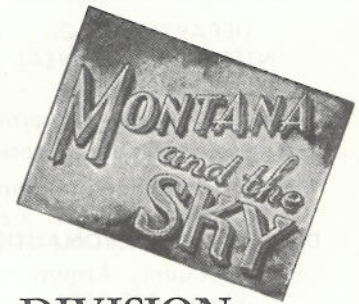




Close-up of open cockpit bi-plane of yesteryear—the STEARMAN that interested everyone who attended the dryland salmon bar-b-q at MPA President Bob Wheatcroft's ranch Sunday, September 1, 1974. It was flown in from Minneapolis, Minnesota by Griff Griffin.



DIVISION

OF

AERONAUTICS

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September, 1974



RICHARDS APPOINTED DIRECTOR OF DEPARTMENT

Mr. Ronald P. Richards assumed his new duties as Director of the Department of Intergovernmental Relations effective September 1, 1974. He had formerly served as Executive Secretary to Governor Forrest H. Anderson for four years and to the present Governor, Thomas L. Judge, for almost two years.

Richards was first appointed as Director of the Department of Intergovernmental Relations by Governor Anderson in September of 1972 with appointment to be effective later that year. However, incoming Governor Judge requested that he stay on as Executive Secretary during the transition from Governor Anderson's ad-

ministration to Governor Judge's. In July 1973 Frank McChesney was appointed Director and held the office until his resignation in July of this year so that he could return to his Federal post in Seattle. During the interim, Thomas Mangan who was first appointed Deputy Director by Governor Anderson in 1972 has acted as Director. He retains the post of Deputy Director of the Department of Intergovernmental Relations.

Richards is a pilot and while he no longer owns an aircraft he still flies occasionally and retains a keen interest in aviation matters.

GREAT FALLS AIR TRAFFIC CONTROL CENTER

The FAA plans to close the Great Falls Air Traffic Control Center and cover the area now covered by the center from the Salt Lake City and Minneapolis facilities. According to Alex Butterfield, this closure was "not a casual project that was lightly undertaken." The FAA states that the Great Falls equipment is obsolete and that by making the move there will be no adverse effects on air traffic service in the State of Montana.

There has been much discussion among the people of Montana that the new system is not as efficient or safe as the present equipment now used in Great Falls. The Professional

Air Traffic Controllers Organization "PATCO" and its members have elected that the system is unsafe and the experiences at other centers especially at Denver amply demonstrate this.

To get a perspective of what is really happening, citizens of Great Falls, including the Airport Authority and the Chamber of Commerce, have asked the FAA to explain just what will happen and when it will all happen. A meeting has been scheduled for October 1, 1974 at 8:00 p.m. at the Civic Center in Great Falls where all interested parties will be given an opportunity to discuss their points of view concerning this closure of the FAA.

Bill Hunt, Administrator of the Division of Aeronautics, will be the moderator of the program and said that he expects that the representatives from the Federal Aviation Administration Rocky Mountain Region office in Denver will make a statement, as well as PATCO representatives. The Division of Aeronautics will present the views of the State Government and its concern about the safety of flights in Montana. Other groups including the Montana Pilots Association and Flying Farmers and the Great Falls Chamber of Commerce have expressed a desire to

(Continued on Page 6)

**DEPARTMENT OF
INTERGOVERNMENTAL
RELATIONS**

**Thomas L. Judge, Governor
Ronald P. Richards, Director**

**Official Monthly Publication
of the
DIVISION OF AERONAUTICS**

City/County Airport

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Helena, Montana 59601

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Edited by: Bernice M. Peacock



*Administrator's
Column*



We would like to take this opportunity to welcome Ron Richards, an old friend of aviation, to the position of Director of the Department of Intergovernmental Relations and look forward to working with him in the future. Ron is a pilot and the first rated pilot to hold the position

of the Director of the Department of Intergovernmental Relations of which the Aeronautics Division is a part.

* * * * *

Of special interest to all pilots is a meeting to be held October 1, in Great Falls concerning the scheduled closure of the Air Traffic Control Center with the operations to be transferred to Minneapolis and Salt Lake City.

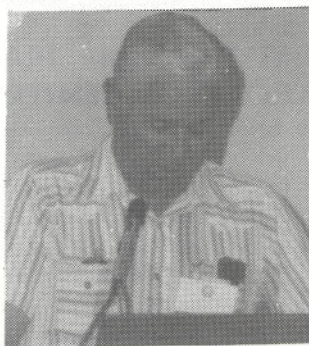
There is an article elsewhere in this newsletter concerning this matter and there will be information in the daily newspapers around the state as the meeting time approaches. I hope all interested parties will be present at the meeting.



Hot Air Balloon landing on the lawn at Carroll College in Helena, MPA Fall Fly-In.

**MONTANA PILOTS
ASSOCIATION FALL FLY-IN**

By: Jack Wilson, Chief
Safety & Education Bureau



The Montana Pilots Association Fall Fly-In which was held in Helena September 13, 14 and 15 was kicked off Friday evening the 13th with a Mountain Flying Seminar conducted by Jack Wilson of the Montana Division of Aeronautics and Jake Demmerly, Accident Prevention Specialist for FAA GADO in Helena. Mr. Wil-



Mrs. Serquina and Mrs. Keane at the registration desk, Fall Fly-In, Helena.

son presented the first portion of the seminar which included aircraft performance and capabilities, and the second two hours were conducted by Mr. Demmerly who covered density altitude and terrain flying. On Saturday morning flights were made to Boulder and Lincoln to make practical application of the proper methods of mountain flying. There were 33 attendees at the Mountain Flying Seminar ground school and several airplanes participated the next day in flying into and out of Boulder, Lincoln and Canyon Ferry airfields.

The rest of the Fall Fly-In was taken up with balloon rides, soaring glider rides, boat rides through the Gates of the Mountains, and meetings and general get-togethers. Overall approximately 60 people attended the Fall Fly-In from all over the State of Montana.

It appears that the Helena Hangar did a very excellent job of planning and conducting this Fall Fly-In and congratulations should be given to the officers of this hangar for their fine effort on behalf of the Montana Pilots Association.



Jake Demmerly, FAA GADO 5, Accident Prevention Program Chief, making the presentation at the MPA Fall Fly-In.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO PILOTS

STUDENT

Galen John Schmit, Helena
Dan Coca Rios, Cut Bank

PRIVATE

Robert Leonard Bysouth, Calgary,
Alberta, Canada
John H. Voelker, Columbia Falls
Clay Carlson, Missoula
David William Harris, Bigfork
Jerald A. Wilson, Lakefield,
Minnesota
Mark Douglas Rowekamp, Conrad
Donald Howard Siewer, Lake City,
Minnesota
Rulon Frost Crosby, Bozeman
Harold Chester Horn, Columbia Falls
Jack Henry Reeves, Trout Creek
Paul Anthony Ricci, Missoula
Barry John Dardis, Great Falls
Thomas William Stott, Bynum
Robert William Logan, Calgary,
Alberta, Canada
Wilfred Alan Werner, Great Falls
James Allen Mathis, Monroe,
Louisiana
Dennis Raymond Schweitzer,
Bozeman
Elizabeth Ann Gunn, Helena
Clare E. Deimler, Great Falls
Clayton Nelson, Great Falls
Helen Celia Homme, Florence
John N. Drye, Plains
Merry Jayne Nelson, Bigfork
Louie W. Bouma, Lincoln
Keith Royce Blankenship, Helena
Lewis Elmer Pilon, Helena
Jan Shaaber Hangen, Great Falls
John Michael McCarvel, Great Falls
Trudy Arlene Morris, East Peoria,
Illinois
Peter Kardash, Calgary, Alberta,
Canada
Robert Eugene Kammerman,
Manhattan
Thomas Eugene Kirwin, Helena
Orval H. Graham, Billings
Waldemar Furian, Calgary, Alberta,
Canada

Allan E. Weber, Monticello,
Minnesota
Laurence H. Wessel, Billings
John C. Greichunos, Livingston
John L. Medearis, Ismay
Clyde R. Medearis, Ismay
William F. Hart, Billings
Vernon H. Burrack, Monticello, Iowa
Merril Wendle Arbuckle, Three Forks

COMMERCIAL

Burton Chandler, Jr., Billings (MEL)
Allan Wang, Baker
Scott Douglas Hoffmeyer, Missoula
(CG, ASEL)
Douglas J. Hanson, Polson (CMEL)
Thomas D. Ratledge, Hardin (MEL)
Clarence V. Gorder, Billings
Raoul Raefield Ashby, Wichita Falls,
Texas (ASES)
Douglas Edward Stockhill, Kalispell
(CASEL)
George Allen Danker, Hamilton
(CASEL)
Keith Arlen Kinden, Helena (CASEL)
Charles Edward Rowe, Eaton, Ohio
(CASMEL, IRA)
Michael Allen Phillips, Casper,
Wyoming (CASEL, ICRH)
Koehler Stout, Bozeman (CASEL)
Mark Johns, Bozeman (CASEL)
John Edward Fenske, Kalispell
(CASMEL, ASEL, IRH)
James Ernest Smith, Calgary, Alberta,
Canada (CASMEL, CRH)
Jack Thomas Martinell, Whitehall
(CASEL)
Louis Dale Nordbye, Huson
(AMEL, CASEL, IRH)
Douglas Bruce Barney, Missoula
(AMEL, CASEL, IRH)
INSTRUMENT
Kim Alen Leudeman, Missoula
(CASEL)
Paul Brown Blomgren, Jr., Missoula
(CRH)
William Albert Hadfield, Cascade
(CRH)
Donald Stuart Smith, Great Falls
(CASEL)
Norman B. McLane, Laurel (ASE)
Don Seliski, Helena (IRH)

AIRLINE TRANSPORT PILOT

Howard W. Knudsen, Boise, Idaho
(DC-B26)

FLIGHT INSTRUCTOR

Darrel C. Millard, Williston, North
Dakota (AGI)

Charles P. Monaghan, Terry
(FIA, ASE)
James A. Rice, Glasgow (FIA, ASE)
Dallas G. O'Connor, Poplar
(FIA, ASE) Reinstate
Terry F. Albertson, West Yellowstone
(IGI)
Dennis R. Skovgaard, Billings
(AME, FIA)
Monte Everett McCann, Great Falls
(FIA)
William Alva Rogers, Great Falls
(FIA, ASE)
David Gregory Healow, Billings
(MEL, FIAG)
Douglas J. Hanson, Polson (FIA, AME)
Walter Robert Warthen, Missoula
(FIA, ASEL)
Theodore George Kopp, Great Falls
(FIA, ASE)

GROUND INSTRUCTOR

Thomas Edward Kane, Jr., Great Falls
(BGI)
Scott Douglas Hoffmeyer, Missoula
(AGI)

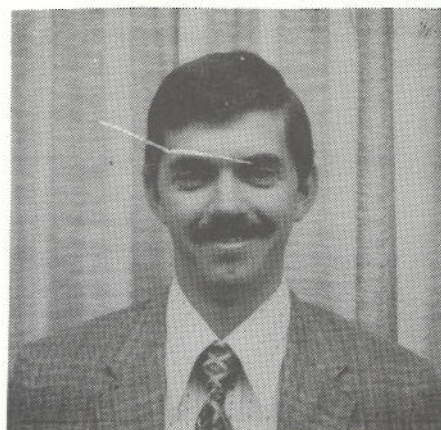
AIRFRAME MECHANIC

Paul G. Tarmann, Billings (AM)
John M. Sindelar, Billings (AM, PM)
Joseph E. Bergsieker, Kalispell (AM)

PARACHUTE RIGGER

William L. Werhane, Belgrade
(Back and Chest)
Walter Hugo Kluth, MAFB (Master,
Back, Seat and Chest)
Albert Paul Mayer, Great Falls
(Master, Back, Seat and Chest)

NOTE: Charles E. Matthews was in-
correctly listed in the last issue as
having received his Private Pilot Cer-
tificate. In reality, he received his
Flight Instructor Certificate. Our sin-
cere apologies to Mr. Matthews.



James L. Bernet, new Chief Pilot.

DRY LAND SALMON BAR-B-Q

By: VIVIENNE D. SCHRANK

The 7th Annual Dry Land Salmon Bar-B-Q was held Sunday, September 1, 1974 at MPA President Bob Wheatcroft's hangar located 18 miles on a heading of 240 degrees from Jordan, Montana.

Thirty aircraft and an estimated 125 pilots and their guests attended the big event, mostly from Montana, but also from Minnesota, North Dakota and Oregon.

Just before the bar-b-q President Bob Wheatcroft, with a group of friends, flew and drove to near Portland, Oregon to catch the big salmon out of the Pacific Ocean from a chartered boat and a car with a deep-freeze unit brought the fish back to the ranch for the big event. The Garfield Sky Rider members brought food to compliment the salmon.

Among the 30 aircraft that flew into the Wheatcroft ranch airport were Cessnas, Bonanzas and Pipers which included Comanches, Cherokees and Super Cubs as well as a twin-engine Cessna 310. There were Taylorcraft, Aeronca Stinson, Mooney and Bellanca. Last, but not least as it stole the interest of all attending, was the antique that was a huge open cockpit biplane of yesteryear—a Stearman flown in by Griff Griffin with wife Jeannie from Minneapolis, Minnesota (guests of Milt and Vivienne Schrank, along with other guests, Harvey and Cecilia Hovind who flew a Cessna 170 and were also from Minneapolis.)

Other out-of-state pilots and guests were from New Salem, North Dakota and Portland, Oregon.



Some of the planes at the Dry Land Salmon Bar-b-q.

Montana planes and pilots were from Miles City, Billings, Winnett, Chinook, Glasgow, Circle, Vida, Sand Springs, Brockway and Jordan.



Planes on the ground at the Wheatcroft ranch for the Dry Land Salmon bar-b-q.

(Dryland Salmon Bar-b-q pictures courtesy of Vivienne Schrank).

NEW AIR SERVICE TO KALISPELL

Frontier Airlines will begin 737 jetliner service between Missoula and Kalispell around November 1, 1974.

INTERNATIONAL FLYING FARMERS

We have been advised by Virgil Compton of Whitehall, Montana, that the International Flying Farmers and Ranchers held their annual convention August 11-16 in San Antonio, Texas. Those attending from the Montana Chapter were Mr. and Mrs. Sam Langhus and Teen member Scott from Big Timber; Mr. and Mrs. Virgil Compton, Whitehall; and Mr. and Mrs. Loyd Sondreson of Polebridge. Mrs. Sondreson is Queen of the Montana Chapter. Over one thousand attended and more than 170 planes made it, though the weather did not cooperate. The International organization is made up of 35 chapters, including those from Canada and Mexico.

Mr. Compton said that some of the business concerned the requirements of medicals by special FAA doctors, overtime charges at border crossings for private planes, equipment requirements, cost sharing for maintenance of airways, biennial flight checks and many more items pertaining to the private pilot.

Virgil Compton was elected Director of Region #7 which includes Colorado, Wyoming, Montana, Alberta and Saskatchewan.

STATES SPEND \$121 MILLION ON AIRPORT DEVELOPMENT IN FY 73

The National Association of State Aviation Officials has advised that 46 states spent \$121.1 million for airport planning, construction and development during FY 1973, according to a survey prepared by them. An additional \$3.1 million in state funds were invested in navigation aids during the year. The same states spent \$1.3 million for state aviation safety and education programs.

Airports served by certificated air carriers received the largest percentage of state funds. The largest percentage of state airport development projects were completed at general aviation and reliever airports.

The \$121.1 million does not include state funds spent for airport operations and maintenance at either state or locally-owned airports.

Colorado and Nevada have not yet formed state aviation agencies, and two other states did not participate in the NASAO survey. Expenditures by the Puerto Rico Ports Authority, which generates its own revenues through harbor and airport landing and fuel flowage fees at facilities owned by the Commonwealth, were not included in the survey.

Primary sources of state aviation revenue were avgas and jet fuel taxes and general funds. Secondary sources included aircraft registration fees, airline flight property taxes and transportation bond issues.

WOMAN TO COMMAND MONTANA CAP

The second woman Wing Commander for the Rocky Mountain Region Civil Air Patrol has been appointed by the HQ CAP-USAF in Alabama. The other is Lt. Col. Mary Harris of Idaho Wing. Major Cecelia Patterson, Billings, was notified that she was to become the fifth woman in CAP's 33 year history to have command of a wing. Montana has squadrons in Helena, Butte, Billings, Great Falls, Missoula, Eureka, Libby, and Bozeman. Rocky Mountain Region Staff from Denver flew to Billings on

September 13 for a swearing-in ceremony.

Major Patterson has been in Civil Air Patrol for seven years. In that time she has been Information Officer for the Billings Composite Squadron, also Aerospace Officer, and three years as Squadron Commander. In 1971 she attended Staff College in Alabama and worked as Information Officer for Wing Staff. For the past two years she has been the Wing's Director of Cadet Programs.

She resides in Billings with her husband Howard Patterson and has three sons and three daughters. One daughter, Marlo, was a cadet and received the Carl A. Spaatz Award, the highest award a cadet can acquire.

Major Patterson is determined to bring Montana to a new high in the National Wing Standings by having an outstanding cadet program and finer Search and Rescue and Senior Squadron for Adults, according to information received from her office.



Gerald C. Burrows, new Chief, Navigational Aids Bureau.



TOWER

OPERATIONS

JUNE 1974

	Total Operations	Instrument Operations
Billings	11,590	2,329
Great Falls	8,347	1,651
Missoula	7,232	806
Helena	3,956	534

JULY 1974

Billings	13,444	2,294
Great Falls	9,025	1,675
Missoula	7,919	811
Helena	4,168	575

AUGUST 1974

Billings	10,737	2,563
Great Falls	8,815	1,786
Missoula	7,723	819
Helena	4,140	593

BIENNIAL FLIGHT REVIEW

By: H. W. DEMMERLY
Accident Prevention Program Chief
Rocky Mountain GADO 5

Most of the pilots in Montana are by now aware of the requirement contained in FAR Part 61 (Revised) which states "After November 1, 1974, no person may act as pilot in command of an aircraft unless within the preceding 24 months, he has (1) Accomplished a flight review given to him, in an aircraft for which he is rated, by an appropriately certificated instructor or other person designated by the Administrator; and (2) Had his log book endorsed by the person who gave him the review certifying that he has satisfactorily accomplished the flight review."

"However, a person who has, within the preceding 24 months, satisfactorily completed a pilot proficiency check conducted by the FAA, an approved pilot check airman or a U. S. Armed Force pilot certificate, rating or operating privilege need not accomplish the flight review required by this section."

The purpose of the biennial flight review is to have every pilot's ability reviewed every two years by a qualified and properly certificated flight instructor. This review should identify any unsafe flying habits before they reach the danger point.

Now let's answer a few questions!

What's Required?

The requirements read that the Biennial Flight Review will consist of:

(1) A review of the current general operating and flight rules of FAR Part 91 and

(2) A review of those maneuvers and procedures which, in the discretion of the person giving the review, are necessary for the pilot to demonstrate that he can safely exercise the privileges of his pilot certificate.

What Is It?

Satisfactory completion of the biennial flight review entitles you to an endorsement in your log book without which you cannot act as pilot in command after November 1, 1974.

Who Gives It?

Any properly certificated and rated flight instructor.

Who Needs It?

Every holder of a private, commercial or ATR pilot certificate UNLESS—within the 24 month period ending on November 1, you have passed a flight test for:

- (1) A pilot certificate, or
- (2) A pilot rating (such as multi-engine, etc.), or
- (3) A military proficiency check, or
- (4) A proficiency flight check such as for pilot examiner, air taxi pilot or air carrier pilot.

The FAA has established neither a minimum amount of time required nor specific procedures and maneuvers to be reviewed. The details of the flight review are left to the discretion of the instructor conducting the review. Upon satisfactory completion of the flight review, the instructor will endorse the logbook to show the name and certificate number of the person who has taken the review and a statement that this person has satisfactorily completed a biennial flight review on this date. He will then sign the logbook with his name, certificate number, and the expiration date of his flight instructor certificate. He will endorse and sign your logbook only upon satisfactory completion of the review. There will be no endorsement to reflect unsatisfactory performance. If the instructor is not satisfied with your review, he puts nothing in your logbook. A CFI may decline to sign your logbook if he judges you to be unsafe at the controls.

You do not need a review for each kind of aircraft you fly. You need complete the review in only one aircraft.

One last word—don't get caught short. November 1 will be here almost before you know it. Flight instructors' schedules are going to be filling up rapidly. If you have not had your biennial flight review yet, it might be wise to schedule it early in order to beat the last minute rush.

On August 18, 1926 the first time a training plane was dropped by means of a parachute was accomplished at San Diego Naval Station.

INTERNATIONAL NORTHWEST AVIATION CONVENTION

The International Northwest Aviation Council met for their annual convention in Couer d'Alene, Idaho, August 21-23, 1974. The meeting was well attended by aviation people from all over the western part of the United States and Canada. Theme of the convention was Aviation and the Environment from the viewpoint of airlines, airports and federal agencies. Each phase was covered by panels well versed in the environmental problems experienced by the airlines and airports, and the federal agencies' proposals for dealing with the problems.

Social activities included a boat trip and buffet supper on Lake Couer d'Alene; a fascinating evening at Henley Aerodrome where there were aerial displays of fine old vintage airplanes, skydiving and ballooning; and seaplane rides over Couer d'Alene provided by Airwest Airlines, Ltd. of Canada.

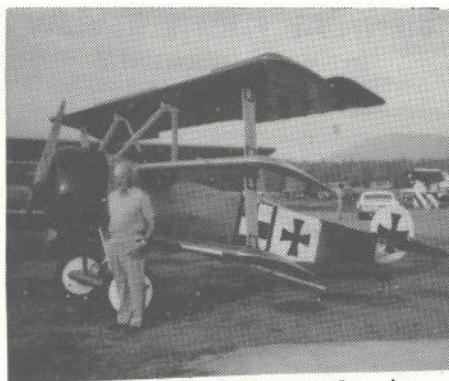
David C. Kneeder and Bernice M. Peacock represented the Division of Aeronautics at the convention.



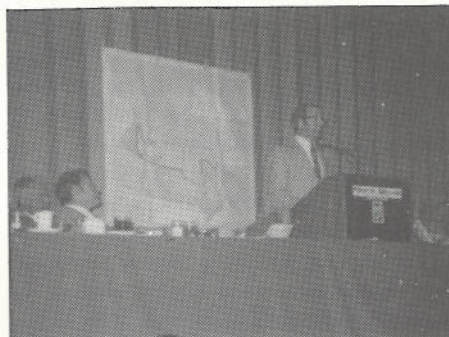
Antique airplanes at Henley Aerodrome.



Spectators watching the ascension of a hot air balloon at the Chuck Wagon Barbeque and Antique Airshow at Henley Aerodrome north of Couer d'Alene.



Fokker DR-1 triplane, Henley Aerodrome.



The Honorable Stuart Hodgson, Commissioner of the Northwest Territories, who gave a most illuminating presentation about the unique problems of aviation in his territory.

MONTANA FLYING FARMERS ANNUAL CONVENTION

The Montana Flying Farmers and Ranchers invite all pilots and their families to join them at their Annual Meeting and Convention to be held October 4, 5 & 6, 1974, at the Heritage Inn, Great Falls. There will be interesting tours, a banquet and crowning of a new queen.

A highlight of the convention will be a slide program Friday evening by Alan G. Nelson, Great Falls teacher-biologist. Mr. Nelson was awarded the Diamond Star rating in the Photographic Society of America. His book, "Wild Flowers of Glacier National Park," has sold 18,000 copies. The pictures were taken during thirteen summers as a park ranger.

Registration fee of \$15.00 per person may be paid in advance to Mrs. Sereta Taylor, 4129 6th Avenue, S., Great Falls, Montana 50405.

(Continued from Page 1)

add their comments and statements. Hunt said that all groups were invited and encouraged to bring a prepared statement and to be prepared to ask questions during the course of the meeting.

The area presently covered by the center is from a point just a few miles east of Mullen Pass VOR to a few miles east of Thief River Falls, Minnesota, east to west, and includes, Helena, Great Falls, Bismarck, but not Butte, and points south. For further description of the Center's area, see the appropriate chart for the boundaries of the center's operations.

Additional publicity will be given to the hearing in your local newspapers and radio stations.



Twin Otter seaplane with which Air West Airlines, Ltd. of Canada gave free rides to all who were interested at the INAC Convention.



Aviation association representatives speaking at INAC included from left to right: Darrell Manning, Director of Transportation, Idaho, representing the National Association of State Aviation Officials; Erle A. Taylor, President, American Association of Airport Executives; Floyd Creaseman, President, International Northwest Aviation Council; Bill Becker, Air Transport Association; and Don Shay, First Vice President, Airport Operators Council International.



CALENDAR

October 4-5—FAA Rocky Mountain Golden Sentinel Flight Safety Team Presentation, C. M. Russell Auditorium, Great Falls.

October 4-6—Flying Farmers and Ranchers Annual Meeting and Convention, Heritage Inn, Great Falls.

October 28-31—National Association of State Aviation Officials 43rd Annual Meeting, Houston, Texas.

December 3-7—International Agricultural Aviation Conference, Las Vegas, Nevada.

January 1, 1975—Pilot Registration due for 1975.

January 1, 1975—Aircraft Registration due for 1975.

Jan. 31-Feb. 1, 1975—FAA Rocky Mountain Golden Sentinel Flight Safety Team Presentation, Lewis & Clark Junior High School Auditorium, Billings.

DOWNED AIRCRAFT EMERGENCY PROCEDURES

The following article was compiled in the interest of Survival Education by Gene Fear and published by Survival Education Association, Tacoma, Washington.

A search normally starts after you are reported missing and your fuel is exhausted.

Stay away from the aircraft, if possible, until engines have cooled and spilled gasoline has evaporated.

Check for injuries, give first aid when necessary. Be careful in removing casualties from aircraft, particularly people with serious injuries.

Get out of wind and rain. Make or find temporary shelter.

Get your emergency signaling devices ready and have signal equipment handy. Every possible effort must be made to attract searchers to your location by signals—mirror, smoke, flares, color panels—and to sustain life and energy until assistance arrives.

Evaluate your location dangers: fire, sliding, rockfall, avalanche, ter-

rain, weather.

TURN ON OR MAKE SURE YOUR EMERGENCY LOCATOR BEACON IS ON.

Search the aircraft for small personal items, tools, maps, etc., evaluate and store for later use. Save everything. Keep dry.

Your prime effort must be directed toward conserving the energy you have.

Stay with the aircraft if at all possible. It contains the basic ingredients for warmth, shelter and signaling materials.

Aircraft should be made **VISIBLE FROM THE AIR** if possible. Clear brush, cut trees, etc. Be prepared to make signals as aircraft approaches your area. Keep the mirror handy if the sun is shining. Practice its use.

Colored panels can tell a message. Pile brush is SOS. Stamp large, two-foot-wide letters SOS in the snow. Fill stamped marks with boughs or small brush.

Keep your signal fire burning all the time. Smoke and firelight can be seen from great distances. Both air and ground searchers will be looking for them.

Do not neglect your aircraft radio. It is possible it may still be operational. Turn squelch and volume; if you get any sound when mike button is pushed on and off it is possible that your radio is operational. Voice broadcast on a local frequency (in pilot's book) every 15 minutes during good weather—or if battery is weak, Morse Code SOS. Repeat often.

In cold weather, insulation and upholstery from the craft make excellent material for overboots, sleeping bags, mittens, hats, and ground insulation. Sew them together with salvaged aircraft wire. Put plastic side out for better wetness protection.

Clear window makes fair emergency mirror. **Signals make you effectively bigger.**

Wings, rudder, etc., all may be used to make a shelter. Keep this shelter as small as possible, to lessen the area your body must heat. Insulate shelters with boughs, bark, tarps, maps, etc. Use **anything** to keep the wind and rain from getting

inside your shelter. Body heat loss is energy lost.

Gasoline and engine oil are fuels for emergency heaters and stoves.

Your aircraft can fulfill most of your basic needs if you improvise. Think basic needs: Shelter (cover), warmth (fabric), tools (metal). Maps, newspaper, engine cover, plastic tarps all make excellent emergency bedding.

If running water is not readily available melt snow or ice in improvised pot, or squeegee (with windshield wiper, etc.) dew drops from aircraft surfaces. In an emergency, toss a sheet of flat plastic out the window so that it may collect dew or condensation. If it is raining, place plastic sheet in ground depression to collect water.

Requirements for Life: Air, Body Shelter, Water, Food, Will to Live.

You can live without it approximately: Air-3 minutes, Body Shelter-6 hours in severe weather, Water-3-6 days, Food-3 weeks, Will to live-?

During any emergency your body will have a limited supply of energy — oxygen — blood — water — knowledge.

* * * *

AIRPLANE EMERGENCY KIT

(A Do-It-Yourself Emergency Preparedness Kit)

(Components of this vital kit may be found in most homes and garages.)

Container—Any lightweight metal container with lid, suitable to heat and store water.

Life Support Tools:

Hack saw—Single handle with wood blade and metal blade

Plier—vise grip

Plier—slip joint

Screwdriver set (multiple)

First Aid Kit—Personal:

Sealable Plastic Container

2 Compress bandages

1 Triangle bandage

Small roll 2" tape

6 3x3 gauze pads

25 aspirin

10 band-aids

Razor blade or scissors

Hotel size soap

Kleenex—purse size, or toilet

(Continued on Page 8)

(Continued from Page 7)

paper

6 Safety pins

1 Small tube of Unguentine or Foile

Food and Energy Package—1 man 5-day rations

2 or 3 cans of Sego, Nutriment or Metrecal for liquid & energy

30 sugar cubes—wrapped

10 pilot bread or 25 crackers

10 packets of salt

3 tea bags

12 rock candy

5 gum

10 bouillon cubes

20 protein wafers (if available)

Shelters (minimum of 2):

Large plastic sheets—9' x 12'

Heavy gauge (one for each per-

son) colored red or yellow preferred for signal panels

LIFE SUPPORT KIT:

Waterproofed matches

Candle or fire starter

Signal mirror

Compass—small

Knife—Boy Scout style

Insect repellent

Mosquito net

50' 1/8" nylon rope or shroud line

Whistle

Smoke flares or red day-night flares

Radio Emergency Locator Beacon Radio—Transceiver, 2-way

Use poly bags for water storage.

Put each item in small plastic bag and seal. Put everything in small metal can (cook pot), seal with poly

bag and tape.

Once you are on the ground you are on your own. Expect the worst. Expect search planes after the storm. Be ready with signals, Attracting help to your location has to be your prime objective. If you are in the forest—move to a clearing or exposed ridge.

On October 1, 1948 the Air Force announced formation of a special training school at Great Falls, Montana where replacement crews for the Berlin Air Lift were trained under conditions and over terrain identical to that encountered in Germany.

* * * * *
In 1949 Northwest Airlines became the first U.S. scheduled air line to serve alcoholic beverages in flight within the U.S.

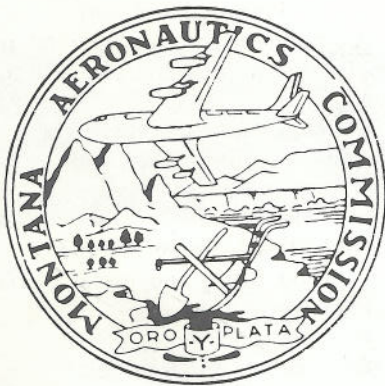
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